

OUTLAW ESCAPES U.S. NET

Villa Reported Moving On Chihuahua City to Induce De Facto Government Garrison to Rebel and Join His Band—Trail of Flight Is Well Covered.

Cutting of Telegraph Wires Adds to Difficulties of Chase—Believed That Col. Dodd Soon May Clash With Scattered Bands—Railroad Traffic Improves.

El Paso, April 3.—Almost within the grasp of the garrison after the battle of Guerrero, Francisco Villa was reported today to have slipped the net closing about him and to have covered the trail of flight. Mexican officials in Juarez sought information of the brigands whereabouts, but the telegraph wire brought no definite word.

Mexican reports had it that Villa and another band of his followers were moving on Chihuahua City, with the intention of getting the garrison of the de facto government there to rebel and join him against the Americans.

These reports, brought here by travelers, were scouted by Mexican Consul Garcia.

While the bandit's main command was scattered at the battle of Guerrero, it is believed here that Villa has several other large bodies of men disposed at convenient points in the continental divide and that Col. Dodd and his American troops may come in contact with them at any time. While the search for Villa continues, Col. Dodd will seek to destroy armed bodies of Villa forces which are a constant menace to the line of communication.

There is no light on the recent operations of the Carranza forces against the Villa bands. General Bertani has sent no report to the Juarez headquarters for several days and what assistance the troops of the de facto government is giving General Pershing and his men is not known.

Traffic over the Mexican Northwestern railway is becoming more active since the advent of the American expeditionary forces in the Casas Grandes and Maderna districts. A freight train arrived from Casas Grandes today and later a mixed passenger and freight train started out for Pershing, 30 miles south of Casas Grandes.

Two car loads of oats and two of express merchandise shipped by private parties, but expected eventually to reach the army, made up the freight assignment.

The passengers, included many Americans returning to the interior after flight to the border following the Columbus massacre.

CAVALRYMEN MAY BE FIGHTING FORCE OF VILLA BANDITS

Camp of Gen. J. J. Pershing at the Front, April 2.—By airplane to Colonia Dublan and radio to Columbus, N. M., American cavalrymen encountered a fleeing force of Villa men near early today and headed them off. The fleeing force was reported to have been seen by no report has been made to headquarters.

DEFECTION OF COLONEL CANO'S TROOPS DENIED

Laredo, Tex., April 3.—Military authorities at Nuevo Laredo, opposite here, declared today the reported defection of Colonel Cano's forces in Chihuahua was untrue. They said the Chihuahua forces were loyal and were "working indefatigably for the apprehension of Villa."

LIEUT. MORT REPRIMANDED FOR RESCUING COMRADES

San Antonio, April 3.—Lieut. John E. Mort, who was tried by court-martial on charges of leading a detachment of soldiers into Mexico, to recover two American soldiers detained by Mexicans, has been found guilty and sentenced to be reprimanded. Announcement was made by Major-General Funkhouser today.

CAPTAIN ARNOLD IS SERIOUSLY ILL WITH AN ATTACK OF GRIP

Capt. George H. Arnold, head of the Bridgeport detective bureau, is seriously ill at his home, 941 Iranshan avenue. Though he has been in bed for several days, he is now undergoing treatment. The strong physique of the well known police official is believed to have sustained a high nervous shock preceding an attack of grip which he is now undergoing.

Though chafing at the restraint that illness enforces upon him, it is believed by those closely associated with Capt. Arnold that it will be some days before he can perform his arduous duties at police headquarters.

Hundreds of messages of condolence and sympathy have been conveyed to his home by his many admirers and friends in this city, and visitors to his home bely the report of severe apoplectic shock that was rumored about the city last week.

THE WEATHER

Overcast tonight and Tuesday, probably rain; fresh northeast winds.

FIRE UNDERWRITERS OF U. S. CONDEMN CHANGES IN CITY BUILDING CODE

Bridgeport is threatened with the same fate as St. Augusta, Ga., when the city was nearly wiped out by fire, and Bridgeport has a slighter chance than Augustus of saving anything, according to the National Board of Fire Underwriters.

The administration of the city is blamed by Ira H. Woolson, consulting engineer of the National Board. In a letter to the public of the city and the city officials, in most emphatic expression he calls attention to Bridgeport's danger.

The National Board was astonished at receipt of information that at the meeting of the Bridgeport common council March 20, the building code of the city, poor as it is, was amended to permit a subterfuge for those who would build three-deckers.

The aldermen voted to amend the code to allow building two story frame buildings, on one story fireproof bases. Under the reading of the change of the building code, the change of the family tenements could be made. The amendment was carefully drawn, but the joker was detected. The ordinance committee was anxious, when this occurred, to stem the tide of its action. The chairman couldn't explain what it was all about.

The letter of Mr. Woolson follows: Mr. Charles H. Botsford,

President Board of Building Commissioners, Bridgeport, Ct.

Dear Sir:

We have received advice of the recent amendment to your Building Code, which permits the placing of existing two-story four-family frame buildings on top of one-story masonry walled structures.

This construction in no manner decreases your fire hazard, in fact it increases it, for such elevated frame buildings will be more of a menace than they are in their present condition.

We cannot consistently nor conscientiously let this unwise action on the part of your city authorities pass without expressing our disapproval. We are disappointed to know that so important a New England city as yours should have taken so retrograding a step when so many sister cities that section are passing laws to overcome the hazard which such buildings produce.

Bridgeport already has more buildings in its congested area than existing in August a couple of weeks ago, but it has no wide dividing streets such as favored that stricken city. While those streets undoubtedly aided materially in controlling the conflagration, yet the fact that the fire due to the burning of inflammable wooden buildings did jump a 160-foot street and consume ten blocks of buildings, is forceful demonstration of the extreme hazard which blocks of wooden buildings engender, and the great difficulty of controlling a fire well started in such areas.

The inference is plain, and the peril to your city which such ill-advised laws incur, should be well understood by its citizens.

Yours very respectfully,

IRA H. WOOLSON, Consulting Engineer.

EXPLOSION IN POWER HOUSE PARALYZES ALL LOCAL TROLLEY LINES

From 7:40 to 8:05 a. m. today, not a trolley car moved in Bridgeport or on any of the suburban lines due to the bursting of one of the feed lines in boiler No. 1 at the Seaview avenue power house of the company. The escape of the steam contained in the boiler brought the power down so low that the cars could not be moved until the repairs were made and the power plant placed in condition to operate at its usual capacity.

The shortage of power was first noticeable directly after 7 o'clock this morning. Cars on the suburban lines especially on the Stratford avenue division of the road, barely floated along. Cars from the Paradise Green and Milford divisions moved into the center or Stratford one after the other and there they stalled. On the lines extending from that point there was evidently enough power to keep them moving very slowly but inside of that point there was not enough to keep them going.

C. H. Chapman of the Connecticut Co., said today that he was glad the break-down had not occurred between 6 and 7 o'clock, when the demand on his lines is heaviest. He said, however, that he thought the high pressure of steam required to meet this demand might be responsible for the break in the boiler later. The lines of the company are also taxed heavily between 7 and 8 o'clock when the business men and clerks going to work at that

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MANY PROPERTY OWNERS TO PROTEST FACTORIES' GRAB OF CITY HIGHWAYS

Many property owners will appear tonight at the public hearings in the common council chamber to protest against the grabbing and the closing of three public streets by private corporations. The closing of South avenue from Iranshan avenue to the Crane Co. to close South avenue to Walden avenue as proposed by the Crane Co. will again be warmly contested.

Property owners in the East End will also appear to again oppose the petition of the Lake Torpedo Boat Co. for the closing of parts of Jefferson street and Adams street from the company's plant to the water front.

Some years ago the petition of the Crane Co. to close South avenue was vigorously opposed by residents of the section as well as by members of the park board and the proposition was voted down. The new petition has already been considered at several public hearings and at a public meeting of the streets and sidewalks committee of the common council. It is reported that the Republican administration favors the plan.

Vice President Charles Stuart Canfield and other members of the park board with the exception of President George S. Eames and Commissioner C. Barnum Seeley, are opposed to the plan. More than a hundred South End property owners as well as many owners of West End property have opposed it.

In the East End the property owners are particularly hot because the Lake Torpedo Boat company without waiting for a disposition by the common council, fenced off Jefferson and Adams streets about their factory and put up "No Trespassing" signs. By vote of the common council two weeks ago the company was ordered to take down these signs and fences.

The Lake company claims to have quit claim deed from property owners which give them title to the streets as well as to De Kaib avenue to the water front. City Attorney Comley has notified the streets and sidewalks committee that these deeds are not valid and that the city owns these streets and they may not be given up without consent of the council.

10,000 SUBWAY WORKERS STRIKE; 3,000 MORE IDLE

New York, April 3.—About 10,000 men, mostly unskilled laborers and timbermen, employed on the city's new dual subways, went on strike today demanding an eight-hour day and an increase of from 15 to 25 per cent in wages. The strikers are members of the Tunnel and Subway Constructors' International Union, which is affiliated with the American Federation of Labor, and are employed by contractors.

According to Thomas E. O'Brien, president of the Subway Workers' union, the action of the members in quitting has tied up 80 per cent of the work on the new subways in Manhattan, Brooklyn and the Bronx.

Union officials estimate that 3,000 rock drillers, blasters and tool sharpeners who are not connected with the strike, will be forced into idleness as a result.

25 MEN INJURED AS GAS TANK LETS GO IN OTIS PLANT

Buffalo, April 3.—Twenty-five men were injured, some probably fatally, as the result of an explosion of a gas tank in the foundry of the Otis Elevator Co. here today. The cause of the explosion is not known.

Citizenship Papers Issue For March Is Almost Up To Record

During March, 153 first citizenship papers were issued by Naturalization Clerk M. J. Flanagan and 53 second papers were also given out. This number has been exceeded only once and that was in September, 1913. In that year 94 second papers were issued.

Information was received by the American Red Cross that Turkey, for the first time, is ready to accept aid for 500,000 of her people who face starvation.

BERLIN WON'T AWAIT REPORTS OF SUBMARINES

Promises Ambassador Gerard That Prompt Reply Will Be Given Him.

WILL ASK NAVAL BASES TO REPORT

Washington Soon to Have German Official View of Sinking of Sussex.

Washington, April 3.—American Ambassador Gerard at Berlin cabled today that the German government had promised him a prompt reply to his inquiry regarding destruction of the British steamer Sussex and other vessels on which Americans were endangered.

The Berlin foreign office, Ambassador Gerard stated, had referred his inquiry to the German admiralty. While no definite time was given by the German officials within which a response would be made, Mr. Gerard stated that he had assurances it would be forthcoming as soon as possible. The ambassador's report indicated that instead of waiting for the German submarine commanders to report, the admiralty office would send out inquiries to the submarine bases.

SIX ARE LOST AS STEAMER IS SUNK

London, April 3.—The British steamship Perth has been sunk. Six members of the crew were lost and eight were landed. The Perth was unarmed.

There are three British steamships Perth. The largest, 1,899 tons gross, is based in Melbourne. Another, of 1,693, is from Dundee and the third, 653 tons, is owned in Glasgow.

London, April 3.—The Norwegian steamer Ino, of 702 tons gross, has been sunk. There were no casualties.

BRITISH WARSHIP RESCUES JAPANESE

Hong Kong, April 3.—The Japanese steamer Chylo, who stranded in a storm off Lema Islands, 20 miles south of Hong Kong, has been abandoned, as she was being driven on the rocks by a heavy gale, repeated efforts to refloat her having been unsuccessful. The 229 passengers of the steamer, which was bound from San Francisco for Japanese ports, the Philippines and China, were rescued by a British warship shortly after she had stranded.

DENY SINKING OF CRUISER DONNEGAL

London, April 3.—The following official statement was given out here today:

"In the German wireless press of today, the Cologne Gazette is quoted as having said the cruiser Donnegal was sunk at a mine and sunk in mid-February of this year. There is no truth whatever in this statement."

The Donnegal is a British cruiser of 9,800 tons displacement, laid down in 1901.

DISPUTE VALUE OF WHEAT CARGO

London, April 3.—The British government has served its brief in the case of the steamship Wilhelmnia and A. G. Hayes, representing the American owners of the cargo, will reply in a fortnight. The whole case will then be submitted to Lord Mersey for arbitration.

The government contends in its brief that the cargo should be valued at the price of wheat at Hamburg as legally fixed by the German government in February and March, 1915, which was 40 per cent below the London price. The owners will contend that since the German government promised not to interfere with the sale of the cargo, thereby giving it a free market the regular competitive price should be taken as the basis.

BOMBARDMENT OF ZEPPELINS FAILS, DECLARE GERMANS

Berlin, April 3.—The official German account of Saturday night's Zeppelin raid over England, follows:

"During the night of April 1-2, naval airships renewed the attack on the east coast of England. For a period of one and one-half hours explosive and incendiary bombs were thrown on blast furnaces, iron works and industrial establishments on the south bank of the Tees and on the port establishments around Middlesbrough and Sunderland. Under large explosions, fires and demolitions were caused and the successful effects of the attack were clearly noticeable.

"Notwithstanding heavy shelling of our airships they suffered neither losses nor damages."

LAST AERIAL RAIDS ON ENGLISH COAST ARE BOLDEST EVER

London, April 3.—Details of last night's Zeppelin raids over Southern Scotland and the northeastern and eastern counties of England have been given out officially, but from such reports as have been received it is evident the Zeppelins covered a wider area than during the visitations of the two previous nights. Trains

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MILFORD WRECK VICTIMS LEFT TO SUFFER THROUGH RAILROAD'S INHUMANITY

Three Alarms For Big Fire In New York

Tenants Ordered to Leave Imperiled Structures As Flames Spread to Sky-craper—Newspaper Plant In Danger.

New York, April 3.—A serious fire broke out in the downtown section of the city early this afternoon. It had at 2 o'clock destroyed two five-story buildings on Beekman street occupied by paper concerns and had spread to an old 15-story building at the corner of Nassau and Beekman and threatened it with destruction.

Three alarms were turned in. Shortly after 2 o'clock all tenants were ordered out of the skyscraper known as the Nassau-Beekman building and occupied by the New York Sun. The building was seriously threatened by the flames.

Czar's Troop Ship Is Sunk With Supplies

Berlin, April 3.—A 12,000-ton Russian transport with troops and war munitions aboard was sunk by a Turkish submarine on March 30, the Turkish war office announced today.

U. S. REFUSES PASSPORT FOR MRS. ROBINSON

Bridgeport Woman, Seeking to Join Husband, Must Have Better Reason.

The government has refused the application of Elsie Henshaw Robinson of Fairfield who asked for a passport to visit England. The application was returned with the sole comment that the government desired more evidence before allowing the passport. This is the first local application that has been refused.

Naturalization Clerk M. J. Flanagan, through whom the application was filed, said he knew of no reason for the government's decision. He is believed, however, that those in charge of issuing passports have been ordered not to grant any except in cases of paramount importance. The danger of ocean travel is so great at present that the government probably thinks the danger of international complications will be lessened if the number of passports is restricted.

Mrs. Robinson is the wife of Arthur W. Robinson, who has been in London as representative of the Locomobile Co.

HODCARRIERS ON COURTHOUSE JOB IN BRIEF STRIKE

Quit Asking More Pay and Get It After Bosses Have Conference.

Work on the county courthouse addition was stopped for more than an hour this morning when the hod carriers went on strike. One of the members of the county building committee noticed that an air of peace and quiet reigned. He asked for an explanation from an employee of Dowling & Bottomley, the contractors in charge of the work.

"Well, we can't do anything until we settle this strike," the employee said.

Fourteen men had laid down their hods with the declaration that they wouldn't resume work until they received an increase in wages. They had been receiving 28 cents an hour and they demanded 30 cents. Supt. Taggart of the Dowling & Bottomley Co., talked with the strikers and finally notified them they could have the increase. Then the bricks and mortar were started again on their way to the upper stories.

Failure of Railroad to Adopt Automatic Train Stop System Adopted After Probe of Former Disaster is Theme of Finding of Connecticut Public Utilities Commissioners—Human Element Bound to Err; Why Not, Then, Reinforce Human Agencies With Infallible Mechanical Devices?

The report of the Public Utilities Commission, relative to the Milford wreck, shows that the New Haven organization is in such a state of inefficiency that it failed to give prompt relief to the injured, and also consumed an unduly long period in clearing the tracks.

The report says there is needed:—

A more efficient organization for handling wrecks and for relief work, to ensure proper care of the injured and quicker clearing of tracks for the resumption of traffic. This suggestion cannot properly be classed among those which if carried out, would assist in avoiding similar accidents, but the confusion attending the care of the injured from a wreck occurring between two large cities only seventeen miles apart, as well as the long delay in clearing practically undamaged tracks for normal service, would seem to be unwarranted.

The Commission, in its finding, sharply rebukes the New York, New Haven & Hartford Railroad for its failure to develop automatic train stops, as suggested by the Commission at the time of the Westport wreck.

Says the Commission: The facts in this case clearly show that the primary cause of the accident was the failure of the engineers to obey the signals. The records in this office disclose that five disastrous passenger train accidents occurred on the New York, New Haven & Hartford Railroad in the last few years (those at Bridgeport, Westport, Stamford, North Haven and Milford) and were largely, if not entirely, the result of human error. In every case the engineer disregarded and ran past signals set against him, causing derailments or collisions with trains ahead.

These acts of omission or commission were, of course, not willful but were incident to universal human frailty, and the disastrous results of such acts cannot be entirely prevented by the substitution or addition of other human elements. In many cases, however, automatic mechanical devices provide a successful preventative. In this connection we call attention to and lay particular stress upon the suggestions of our engineer pertaining to automatic train control devices. We feel this matter has not been given the careful constructive study and experimentation on the part of the railroad company that the necessities warrant, in fact, demand.

The report also shows that the two colliding trains were running but two minutes apart, and this, in a condition whereby the flagging rule could not give the measure of protection it is designed to give, because in the event of an accident to the train ahead there would not be time enough for the flagman to go back the prescribed distance before the following train would be upon him.

But one bright spot appears in the picture. The cars, did, in the opinion of the commission, save many lives and many others from injury.

The cause of the wreck is given as the failure of Engineer Curtiss to stop at signals, but it is further said, the human element is frail, and needs the protection of automatic train stops.

The wreck occurred at 11:22. The New Haven wrecker was called at 11:40. It did not leave until 12:25 and did not arrive until 1:50.

In the meantime the injured and wounded were without organized aid, of any kind, and received only such help as could be given by humane persons in the neighborhood, who were not equipped with the necessary apparatus for the work.

The Harlem river wrecker, called at the same time, did not arrive until 3:05.

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PRESIDENT WILSON ONLY CANDIDATE IN MICHIGAN PRIMARY

Detroit, April 3.—Michigan's presidential primary law, enacted in 1912, was given its initial trial today in the choice of candidates who are expected to figure in the national conventions this summer.

The Progressive party, which swept the state four years ago, was without a candidate.

Woodrow Wilson is the only Democratic candidate, but a sharp contest over the nomination of a national committee was expected to enliven the balloting of the party.

Three names are on the Republican ballot—William Alden Smith, United States Senator, of Grand Rapids; Henry Forsythe, of Detroit, and William G. Smith, of Detroit.

RAILROAD EARNINGS INCREASE THIRTEEN MILLION FOR FEB.

Washington, April 3.—Prosperity of railroads throughout the country continues without abatement, according to preliminary reports for February made public today by the Interstate Commerce Commission. Returns from ninety-six roads show their net revenue increased from \$25,000,000 in February, 1915, to \$38,000,000 for February, 1916, more than 50 per cent.

The greatest increase was in the eastern district and amounted to nearly 90 per cent, the southern district showed an increase of approximately 50 per cent, and the western district excelled its January showing of 16 per cent, increase by an increase of more than 25 per cent.